

LOK SABHA DEBATES

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LOK SABHA

Tuesday, March 3, 1970/Phalgun 12,
1891 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Introduction of Electric Trains in Kerala

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*181 SHRI P. P. ESTHOSE :
SHRI VISWANATHA MENON :
SHRI K. ANIRUDHAN :

Will the Minister of RAILWAYS be
pleased to state :

(a) whether Government have any
proposal to run electric trains in Kerala.

(b) whether Government have received
any assurance from the Kerala Govern-
ment with regard to the supply of power
to run the electric trains ; and

(c) if so, when such trains are likely
to be introduced ?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI R. L.
CHATURVEDI): (a) There is at present no
proposal to run electric trains in Kerala.

(b) Yes, Sir,

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(c) The traffic anticipated on the exist-
ing Railway lines in Kerala by 1973-74,
the end of the Fourth Plan, can be easily
managed with steam/diesel traction. Hence
electrification, which entails heavy initial
investments, has not been planned.

SHRI P. P. ESTHOSE : Recently, the
general manager of the Southern Railway had
been to Kerala on tour, and some of the
press representatives had met him and asked
him whether there was a proposal regarding
the electrification of the Kerala railway
lines. The general manager said that
there was a proposal but it was kept in
abeyance owing to lack of adequate power
supply, and he had added that after the
completion of the Idikki and other power
project schemes, this question would be
considered again. May I know whether
after completion of these power projects,
Government are thinking of introducing
electric trains in Kerala, especially from
Cochin to Madras and from Cannanore to
Trivandrum ?

SHRI R. L. CHATURVEDI : As I
have already said, there seems to be mistake
as to what the general manager said.

SHRI P. P. ESTHOSE : There was a
newspaper report.

SHRI R. L. CHATURVEDI : Therefore,
I am saying that there might be some mis-
take. The fact of the matter is that we
are not considering any proposal for electri-
fication of any of the two suggestions or
proposals sent by the State Government of
Kerala.

SHRI ATAL BIHARI VAJPAYEE :
Why ?

SHRI R. L. CHATURVEDI : There are three considerations or bases for electrification. At first, we take up main routes for electrification. We are already at the Howrah-Delhi and Howrah-Bombay sections. Then, we take up sections which are isolated in nature and independently justified on their own either on the basis of heavy traffic density or by virtue of heavily graded sections where steam traction cannot just function or by virtue of contiguity to electrified sections, as, for example, the Waltair Kirandur section. The third basis is other sections which qualify for electrification by way of high traffic density index but not on trunk routes which are contiguous to electrified trunk routes, as for example, Assanoli-Sini, and Panzhakul-Haldia sections. These are three basic considerations.

SHRI P. P. ESTHOSE : In the other parts of the country, there are so many new proposals for electrification of the railway line. But regarding Kerala, my information is that the Kerala Government have suggested electrification of railway lines in Kerala as part of the Fourth Plan. May I know whether the Kerala Government have sent proposals in this regard ?

SHRI R. L. CHATURVEDI : As I have said already, the Kerala Government have sent two proposals for electrification and one of them is in regard to the electrification of the Travandrum Ernakulam section and the other is regarding the Cochin-Olavakkot section. But on the basis of traffic justification, we think that our present line capacity is sufficient to meet the requirements.

SHRI P. P. ESTHOSE : Are Government not considering even one line in the Southern Railway zone.

SHRI R. L. CHATURVEDI : This electrification cannot be considered in isolation. Unless the trunk routes are connected, a particular section cannot be taken up.

SHRI VASUDEVAN NAIR : The hon. Minister has said that at present there is no justification for electrification of any part of the railway system in Kerala on the basis of the present traffic that is there. May I know whether the railways

are calculating the needs only on the basis of the present situation or whether they are having any idea of the future also ? If they are having an eye on the future also, then may I know whether they are aware of the fact that Kerala is in a position to supply as much electric power as they want and that the Cochin-Olavakkot section is developing industrially at a very fast rate, and if so, whether they will take this also into consideration and have perspective planning for electrification ?

SHRI R. L. CHATURVEDI : After completing the work on the sections that we have included in the Fourth Plan, we shall consider the suggestion made by the hon. Member. No doubt, the State Government have made a suggestion, and we also are aware of the importance of Cochin and also the development of Travandrum, and we fully share the view of the hon. Member that the need is there for electrification, but we shall consider it only when the main routes are completely electrified.

SHRI N. K. SHIVAPPA : The hon. Minister has said that only certain lines are taken up for electrification on the basis of the goods traffic and the passenger traffic density. In view of the availability of power and also the need to develop backward areas, and the fact that the demand for electrification of the Bangalore-Mysore line has been pending for a long time, at least for the last ten years, may I know whether Government will consider the feasibility of having some electric lines in the Mysore area and in the Southern Railway zone ?

MR. SPEAKER : It is too wide a question.

SHRI R. L. CHATURVEDI : It does not arise out of the main question.

SHRI P. GOPALAN : The hon. Minister has stated that there is no proposal at present to run electric trains in Kerala. But here is the press statement attributed to the general manager of the Southern Railway who is reported to have stated that there is a proposal to that effect and Government are favourably considering this matter.

MR. SPEAKER : This question has already been answered by the hon. Minister.

I would like to know whether this statement was made without considering the feasibility of this project.

SHRI R. L. CHATURVEDI : I have already replied to it.

Reservation of Items for Small Scale Sector

*183. SHRI CHINTAMANI PANIGRAHI :
 SHRI N. K. SOMANI :
 SHRI SHIV KUMAR SHASTRI :
 SHRI D. N. DEB :
 SHRI R. V. NAIK :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether his Ministry has recommended that some 25 items, should be exclusively reserved for the small scale sector ; and

(b) if so, what are those items ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH) : (a) and (b) The Government have reserved eight new items for exclusive production in the Small Scale Sector, namely :

- (1) Cycle Tyres and Tubes
- (2) Mechanical Toys
- (3) Aluminium Utensils
- (4) Steel Furniture
- (5) Electric Horns
- (6) Hydraulic Jacks (upto 30 tonnes capacity)
- (7) Fountain Pens and Ball Point Pens-
- (8) Tooth Paste.

SHRI CHINTAMANI PANIGRAHI : I am very sorry that the great promise and the little answer do not match each other.

We were given to understand in the economic programme policy of the Bombay AICC that priority will be given to the small scale sector. This has been accepted and a declaration has been made by the Prime Minister and the hon. Minister in charge, Shri F. A. Ahmad, that the small scale sector would get priority and new capacity for the manufacture of a large number of consumer items will be allotted to the small scale sector. But if you read the list given, we do not know how this policy will be implemented. It was decided that 89 consumer items should be left to the small-scale sector and a phased programme would be worked out during which all these will be covered. I like the Minister to clarify whether they have really thought of implementing it.

SHRI BHANU PRAKASH SINGH : There are already 47 items reserved for the small scale sector. Another 8 have been added recently. Still more are under consideration and the list is certainly going to be expanded from time to time.

SHRI CHINTAMANI PANIGRAHI : The Government had appointed a committee under the chairmanship of Shri Nevalkar which went into this question. They have recommended that at least a minimum of Rs. 50 crores should be set apart for modernising small scale industrial units so that they will become economical and serve the needs of the consumer. Even for 1970 they have recommended Rs. 5 crores. Have Government taken these recommendations into consideration and have they made any allocation on this basis ?

Again, the hon. Minister in charge had promised long ago that the nationalised banks had been given special instructions to give loans to the small scale units without asking for 20 per cent security, and advance the entire money for the machinery which is required. But no instructions have yet reached the banks. Have Government issued any such instructions ? Also, while giving new licences in the last three or four months has a special clause been added that spare parts and components are left only for the small scale units ?

SHRI BHANU PRAKASH SINGH : The question pertains to reservation of